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INDIA, AUSTRALIA, &c., and for  
PRIVATE RESIDENTS AT THE  
OUTPORTS.  
A Comprehensive and Complete  
Record of the  
NEWS OF THE FAR EAST  
is given in the  
HONGKONG WEEKLY  
PRESS,  
with which is incorporated the  
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# Hongkong Daily Press.

ESTABLISHED 1857

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Of highest Quality, and having  
Greatest Durability are therefore  
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[a283]

No. 14,919, 第九百九十四萬一第一 日初月正年二十三精光 HONGKONG, SATURDAY, FEBRUARY 3RD, 1906. 六拜禮 號三月二年六零百九千一英港香 PRICE, \$3 PER MONTH.



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[a1342]

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In Casks 375 lbs. net \$4.75 per cask ex Factory.  
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CHEWAN, TOMES & CO.,  
Hongkong. 1st October, 1905. [a2771]

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Hongkong, 12th July, 1905. [a135]

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fast trotter. Carrige or Saddle Hack.  
Can be seen at Kennedy's Horse Repository.  
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Care of "Daily Press" Office.  
Hongkong, 1st February, 1906. [a222]

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CALIBRE 7.63 mm.  
With CHAMBER for 10 CARTRIDGE  
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Hongkong, 3rd October, 1905. [a45]

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Consultation Free.  
Hongkong, 21st September, 1905. [a174]

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NEWEST DESIGNS.

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THE PRINTING DEPARTMENT,  
"Daily Press" Office.  
Hongkong, 16th December, 1905. [a284]

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RATES OF EXCHANGE AT  
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also Table of Yearly Approximate Averages  
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Hongkong, 11th May, 1905.

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Hongkong, 27th May, 1905. [a2665]

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Hongkong, 26th December, 1905. [a33]

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Hongkong, 1st February, 1906. [a34]

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HONGKONG, 16th August, 1905.

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12 Selected Ash Cues  
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Illustrated price lists giving prices and particulars of everything pertaining to billiards can be had on application from the Offices of this paper.

Hongkong, 1st April, 1904. [1971-1]

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DODWELL & CO., LTD., Agents. [a1566-5]

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### HONGKONG HOTEL

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Dining accommodation for 300 Persons

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Have been made from this date IN THE  
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Only communications relating to the news columns  
should be addressed to THE EDITOR.

Correspondents must forward their names and addreses with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of *DAILY PRESS* should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only *copy* 1 can be supplied.

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HONGKONG OFFICE: 104, DES VŒUX ROAD C.

LONDON OFFICE: 151, FLEET STREET, EC.

The Daily Press.

HONGKONG, FEBRUARY 3RD, 1906.

ARE good Bridge-players good for anything else? That is the question which, with various answers, was echoed from Great Britain by a recent mail delivery. Put in a less blunt phraseology, "Does aptitude for card-playing denote general intelligence?" the question is said by Mr. B. T. Tozer in *The Monthly Review* (London: JOHN MURRAY) to have evoked "a controversy almost as fierce as if some vital point to do with politics or religion had been broached." It prompted him to write to a number of prominent people, asking for their opinions on the matter. Mr. F. G. AFLALO, editor of the *Encyclopaedia of Sport*, very fairly admitted that he had given up card playing "before the modern cult of Bridge fell heavily on the land," and that it was therefore easy "to condemn a weakness which one is free of." But if his opinion were really wanted, it was that good card players were not necessarily of more than average intelligence. Many clever people had been known for their devotion to cards; but most certainly cleverness at Bridge was not a symptom of cleverness in other matters. His experience of Society had endowed him with the impression that the young woman addicted to Bridge was

"a hard-featured, calculating, nervous, mail-biting product of ultra-emancipation, and her 'general intelligence' is in all probability on a level with that of the kohl-eyed playthings that eat sweetmeats in Eastern bazaars and poor out on the world of freedom through barred windows. She has no longer any taste for music, or the play, or the picture-gallery. The mid-day sun, like the mid-night lamp, fluds her staring at the cards or thinking of them. Dinner, which, in a more cultured and less hurried age, was a period of pleasant nutrition and brilliant conversation, is to her an interlude of boredom, through which she sustains herself only with dreams of the winning hand that will presently be hers."

There were many others, politicians, and so on, who answered, but objected to the publication of their names. One gentleman wrote, "In my opinion a man who cannot play Bridge or Poker must be next door to a fool," to which Mr. Tozer makes the delightful repartee, "It is gratifying to know that he is not a neighbour." There were quite as many who replied that want of aptitude at cards denotes lack of intelligence generally. Dr. MACNAMARA, M.P., considers that to be a good Bridge-player denotes merely a specially retentive memory, and the faculty of such close attention as excludes every other thought for the time being. He thinks that these two qualities may be present in an individual who does not deserve to be regarded as "generally intelligent." It is rather curious that such an authority should overlook the general, or rather universal, importance of the second quality named. That kind of exclusive attention, which is as rare at the card-table as it is at the desk, and which was suggested by MAX NORDAU as the major symptom of absolute sanity, is the "capacity for taking pains" which amounts to genius; and ensures success in almost any undertaking the fortunate possessor may essay. It is probably not enjoyed in complete by more than three per cent. of the human race. In Buddhism it is the ideal aimed at by those who would attain Nirvana; and in business it should be the policy of all who hope to make their mark. Mr. J. H. YOXALL, M.P., is inclined to think there must be "a special faculty for games," which to any cerebrologist must sound nonsensical. He also credits the clever Bridge-player with the mental qualities of an able General, or military strategist. Which again is nonsense. On the whole, we esteem most the opinion of an anonymous "professor," who believes that anyone with the normal complement of brain can become a good Bridge-player; and that

"The reason so many men and women of intelligence play cards so badly is that card-playing doesn't interest them" sufficiently to bring them to concentrate their attention upon a game of cards for any length of time, if for any time at all."

It is so with everything else, we imagine. No man devotes hard study to billiards, unless he hopes to become a professional "crack," or has nothing else in which to interest himself. It is, in short, like Bridge, "not worth while." Where the heart is, there will the mind be also; and the most eminent authority on Bridge, numismatics, or philately, might just as easily have become a professor of biology, a specialist in science, or anything else. Ordinary ability plus extraordinary application equals more than is generally realized in any field of endeavour.

The fifth plague case for the year was recorded yesterday.

Military men are all to set their watches by the noon gun to-day (Saturday).

There is a report that the Japanese Government proposes to take over all the railways in Japan.

The chief engineer of the Panama Canal has officially reported that Chinese labour alone is of use effectively there.

The Hongkong Amateur Dramatic Club are now busy rehearsing "Princess Toto," one of Gilbert's comic operas, which they intend producing on February 15th, at the Theatre Royal, the performances to run for a week.

It is reported that the Waipu has ordered the Shanghai Taotai to pay the £100,000 claimed by the foreign residents of Shanghai for damage done to foreign property during the recent riot.

The Ball that was to have been held in honour of Prince Arthur's visit has been abandoned, as the Royal House is in mourning for the late King of Denmark. The official announcement appears in our advertisement columns.

Reuter's telegram about the alleged proposal to sell the Philippines to Japan was at once officially described as "untrue and absurd." It did not originate in America. The denial was necessary because the Filipinos were greatly disturbed by the rumour.

Volunteer Orders announce that H.E. the Governor has been pleased to accept the resignation by Captain G. J. B. Sayer of his commission in the Hongkong Volunteer Corps, and has permitted him while in the Colony to wear his uniform. Gunner J. Mills and Sapper W. M. Eversall have been permitted to resign on leaving the Colony.

The Hongkong Civil Service List for 1906 has been received from the Colonial Office. This is the second issue only of a work which will in time be regarded as indispensable, and give rise to wonders how it could so long be done without. It is published with the imprimatur of H.E. the Governor. We hope to discuss its contents at greater length in a subsequent issue.

It was stated that a wealthy Chinaman had yesterday absconded from Hongkong, but no confirmation of the report could be obtained at the Police Office.

A German is said to have requested permission to work the petroleum at Yü-men hsien in Kansu in conjunction with Chinese, as there is abundance of oil but the natives do not know how to work it and fit it for the market.

Chang Chih-tung's suggestion that a national exhibition should be held to show the products of each province, has been approved by the Board of Commerce, and instructions have been sent to each province to send in returns of the trade so that arrangements may be made.

The Kobe representative of Messrs. Bunting and Co. has obtained from the Japanese Government the superficies for a thousand years of a lot of ground in Nagoya. This is the first instance in which a foreigner has acquired a superficies in the interior, says the *Bokei*.

A London telegram to the Indian papers on

January 15th says Dr. Klein claims to have discovered a plague prophylactic.

It is a powder and he claims that in this form it is more reliable than Hoffman's fluid.

It is also quickly

preparable in large quantities and free of the contamination difficulty.

The following from a legal exchange is of

importance and worth noting. During the

hearing of a case at Colombo, the Judge held

that the crossing of a cheque is invalid if the

words "or bearer" remain. To ensure the

validity of the crossing the words "or order"

should be substituted for "or bearer."

The Tashi Lama is being accompanied on his

return journey to Tibet by Lieutenant Bailey,

32nd Sikh Pioneers, who will act as British

Trade Agent at Gyantse, during Captain

O'Connor's absence on six months' leave.

The Calcutta *Englishman* suggests that an attempt

will now be made to get the Tashi Lama

proclaimed Dalai Lama at Lhasa. China would

be opposed to the arrangement, but it would

work in well with British interests.

The Southern Viceroys have jointly manu-

scripted for the river defence works to be paid

more attention to as being of much greater

importance than the coast defence. The latter

is only to guard against foreigners, which

cannot be done properly, but the former is to

suppress piracy which interferes with public

safety and trade, and should be efficiently dealt with.

Orders have, therefore, been given for the

fleet of river patrol boats to be reorganized and

proper officials appointed.

The advance in the price of silver is causing

anxiety in Washington among some of those

interested in the Philippine situation, who fear

that if silver should go much higher it might

drive out of circulation the new Philippine

pesos which were recently placed in circulation

there in pursuance of a plan prepared largely

for the purpose of putting an end to the

speculations in the insular medium of exchange.

The actual bullion value of the peso is now

(November 9) in the neighbourhood of 49 cents,

its face value being about 5 cents gold.

No. 4 of Vol. 4 of *East of Asia*, published at

the *North China Herald* office, is of exceptional

interest, the articles on "Chinese Human

Nature," by W. A. Cornaby, "Bridges of

Western China," by James Hutton, and

"Studies in Chinese Dream Lore," by Franklin

Ollinger, being by themselves worth the price

charged. There are Japanese articles also,

the most remarkable being C. Plaude's account

of the Fire Ordeal at Kobe, a religious mystery

in which he is the only foreigner known to

have taken part. As usual, the printing and

illustrations are super-excellent.

The *American Asiatic* of Dec. 18th says:—

It is reported that there is a marked recurrence

of the boycott in China. In Hongkong "dele-

gates" appear at all points where American

goods are stored, and the closest watch is main-

tained, and penalties of severe character are

imposed on violators of the boycott. The

bakeries having stocks of American flour are

not permitted to use them, these "delegates"

marking the stocks and reporting any "rule

breaking." The penalty consists of large

placards, placed in front of the offending

establishment, intended to announce the offence

and threaten all who deal with the offender.

There are similar tactics at Canton. In fact,

the boycott is to be regarded as serious in a full

sense at certain points. Americans may well

regard this as a warning. Unless complete

action is very shortly taken to nullify the

animosity rapidly breeding in China the boy-

cott will be beyond control and extend to every

article in every quarter.

The *Allahabad Pioneer*, discussing the

recent outbreak in Shanghai, coupled with

certain ominous signs elsewhere of anti-

foreign feeling in China, says it will

probably prevent a reduction being made in the

Indian garrison at Hongkong and in the Chihi

Provinces. It will be only a wise precaution to

have troops at hand which can furnish detach-

ments for the treaty ports in case of any

general rising, for since the reduction of the

British naval strength in Far Eastern waters

the supply of sailors and marines for emergent

duty of that kind is limited. A watchful eye

will also be kept on Peking where the Legation

guards are not too strong, although they now

occupy a position that can be defended against

great odds. The Indian Regiments seem



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter to THE MANAGER.

Orders for extra copies of DAILY PRESS should be made before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: PRESS, Codes: A.B.C., 5th Ed.

Letter: P.O. Box, 28, Telephone No. 12

## INTIMATIONS

THE CHINA FIRE INSURANCE CO., LIMITED.

## NOTICE.

FROM this date, and during the absence of Mr. Geo. L. TOMLIN from the Colony, Mr. C. PEMBERTON has been appointed ACTING SECRETARY to the Company.

A. G. WOOD,  
Chairman.

Hongkong, 31st January, 1906. [304]

## HONGKONG JOCKEY CLUB.

## NOTICE.

THE 1906 RACE MEETING will be held on MONDAY, 12th FEBRUARY, and TWO FOLLOWING DAYS, not on the 1st, 2nd and 3rd March, as previously arranged for.

In all other respects the programme as issued will stand.

By Order,  
T. F. HOUGH,  
Clerk of the Course.

Hongkong, 4th January, 1906. [147]

## NEW ADVERTISEMENTS

## CONNAUGHT RECEPTION.

OWING to the DEATH of the KING or DENMARK, the Reception Committee regret to announce that the BALL to be given by the COMMUNITY of HONGKONG to H.R.H. PRINCE ARTHUR of CONNAUGHT is CANCELLED.

W. ARMSTRONG,  
Hon. Sec. Ball Committee,  
Hongkong, 3rd February, 1906. [383]

## TO LET.

IMMEDIATE POSSESSION.  
TWO ROOMS, suitable for Office, lately occupied by Messrs. SHAD & FERRELL, Barristers at Law. Easy access through one another. Rent moderate.

Apply to—  
N. MODY & CO.,  
54 & 56, Queen's Road Central,  
Hongkong, 3rd February, 1906. [162]

THEATRE ROYAL,  
CITY HALL.

## HONGKONG A MATEUR DRAMATIC CLUB

"PRINCESS. TOTO,"  
A Comic Opera in Three Acts.

BY  
W. S. GILBERT.

Will be produced on  
THURSDAY, ... 15th FEB., 1906.  
FRIDAY, ... 16th ...  
SATURDAY, ... 17th ...  
MONDAY, ... 19th ...  
TUESDAY, ... 20th ...  
WEDNESDAY, ... 21st ...

PRICES ... \$3, \$2 and \$1.  
SAILORS and SOLDIERS in uniform Half Price  
to Pit and Pit Stalls.

Doors open at 8.30 P.M. Performance at  
9 P.M.

Booking Office at the ROBINSON PIANO CO.,  
Open on and after FRIDAY, the 9th February,  
from 10 A.M. to 4.30 P.M. each day.

M. S. NORTHCOTE,  
Business Manager,  
Hongkong, 3rd February, 1906. [339]

## POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship  
"HAITAN,"

Captain J. S. Rosch, will be despatched for the  
above Ports to-morrow, the 4th inst., at  
10 A.M. instead of as previously advertised.

For Freight or Passage apply to  
DOUGLAS LAPELAIK & CO.,  
General Managers,  
Hongkong, 3rd February, 1906. [340]

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND  
SINGAPORE.

THE Company's Steamship  
"LAISANG,"

having arrived from the above Ports, Consignees of cargo by her are hereby informed that their Goods will be delivered from along-side.

Cargo impeding the discharge or remaining on board after 4 P.M., the 5th inst. will be landed on board at the risk and expense.

No Fire Insurance will be effected.  
Bill of Lading will be countersigned by  
JARDINE, MATHESON & CO.,  
General Managers,  
Hongkong, 2nd February, 1906. [18]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer  
"NUBIA,"

FROM BOMBAY, COLOMBO AND  
STRAITS.

Consignees of cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on cargo:—  
From London, &c., ex s.s. *Somali*,  
(Marseilles cargo).

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 8th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,  
Superintendent,  
Hongkong, 2nd February, 1906. [1]

## NOTICE.

WE have authorised Mr. ERNST ARNDT to sign our Firm PER  
PROCURATION.

ARNHOLD, KARBERG & CO.,  
Hongkong, 1st February, 1906. [317]

## PUBLIC COMPANIES

THE KOWLOON LAND & BUILDING COMPANY, LIMITED.

## NOTICE.

NOTICE IS HEREBY GIVEN that the SEVENTEENTH ORDINARY MEETING of Shareholders in this Company will be held at the COMPANY'S OFFICE, Victoria Buildings, on TUESDAY, the 6th FEBRUARY, 1906, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1905.

The REGISTER OF SHAREHOLDERS of the Company will be CLOSED from MONDAY, the 29th January, to TUESDAY, the 6th February, both days inclusive, during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,  
A. SHELTON HOOPER,  
Secretary to the

HONGKONG LAND & BUILDING COMPANY, LTD.

Agents for the

KOWLOON LAND & BUILDING CO., LTD.

Hongkong, 15th January, 1906. [250]

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

## NOTICE.

THE ORDINARY ANNUAL GENERAL MEETING of Shareholders of the above Company will be held at the Registered Offices of the Company, Alexander Buildings, Des Voeux Road, Central, on SATURDAY, 10th FEBRUARY, 1906, at NOON, for the purpose of receiving the Report of the Directors with a Statement of Accounts for the year ending 31st December, 1905.

The Transfer Books of the Company will be closed from 3rd to 12th February, 1906, both days inclusive.

J. D. HUMPHREYS & SON,  
General Managers.

Hongkong, 30th January, 1906. [302]

THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

TENDERS will be received at the HEAD QUARTER OFFICE, Fletcher Street, until 12 o'clock NOON, on FRIDAY, 16th FEBRUARY, 1906, for the undermentioned SUPPLIES AND SERVICES, for the period of 12 Months from 1st April, 1906:—

1. Meat.  
2. Hospital Supplies and Medical Comforts.  
3. General Supplies and Provisions.  
4. Oil, Wick, and Barrack Supplies.  
5. Coal, Coke, Wood and Charcoal.  
6. Barrack Services and Scavenging.  
7. Washing.  
8. Transport Services (Supply of Launches, Junks, Coolies, &c.).  
9. Forage.

Forms of Tender and any particulars can be obtained on application to this Office, personally or by letter, addressed to the OFFICES COMMANDING ABYSSINIAN CORPS, between the hours of 10 A.M. and 4 P.M.

The Tenders must be properly filled up and signed, and dated, and no tender will be noticed unless delivered upon the proper form at the Head Quarter Office by 12 o'clock NOON on the above date, in a closed envelope marked "TENDER" on the outside.

The right to reject any or all Tenders is reserved.

Head Quarters Office,  
Hongkong, 2nd February, 1906. [335]

## LESSONS IN FRENCH.

NEW and easy method of learning French in a few months, mainly by conversation by a Frenchman. Terms moderate.

Also Lessons in English by an English Lady, B. R.,  
Cure of Office of this Paper.  
Hongkong, 16th August, 1906. [2705]

## PURE FRESH WATER.

THE HONGKONG STEAM WATER-BOAT CO., LTD., is prepared to supply ANY QUANTITY of PURE FRESH WATER to the Shipping, both for Deck and Boilers.

Call Flag W.

J. W. KEW,  
Manager,  
Hotel Mansions, 3rd Floor.  
Hongkong, 8th August, 1905. [2807]

## COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of Cold Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday excepted to receive and deliver perishable goods.

W. M. PARLANE, Manager,  
Hongkong, 18th November, 1901. [147]

## C. H. GRACE.

RESOLUTIONS: (1) That the Articles of Association of the Company be altered in the following manner:—

The following Article shall be substituted for Article 130, namely:—

130. The Board, through its Secretary, shall make Yearly Statements of the Accounts of the Company from the 1st day of January to the 31st day of December, in each and every year, which shall be duly audited and presented to the Shareholders, at each of the Ordinary Meetings of the Company, together with a Report of the general position of the Company.

(2) That the Board, through its Secretary, shall make a Statement of the Accounts of the Company as from the 1st day of May, 1905, to the 31st day of December, 1905, which shall be duly audited and presented to the Shareholders at the next Ordinary Meeting of the Company to be held during 1906 and that, inasmuch as the Accounts of the Company have already been audited and presented to the Shareholders to the 30th April, 1905, no further or other Statements of the Accounts of the Company for the year 1905, shall be called for or presented to the Shareholders in respect of Article 130 as this day substituted.

JAMES WHITALL,  
Secretary.

RESOLUTIONS: (1) That the Articles of Association of the Company be altered in the following manner:—

The following Article shall be substituted for Article 130, namely:—

130. The Board, through its Secretary, shall make Yearly Statements of the Accounts of the Company from the 1st day of January to the 31st day of December, in each and every year, which shall be duly audited and presented to the Shareholders, at each of the Ordinary Meetings of the Company, together with a Report of the general position of the Company.

By Order of the Board,

J. R. M. SMITH,  
Chief Manager.

Hongkong, 2nd February, 1906. [334]

## CARTRIDGES.

HONGKONG & SHANGHAI BANKING CORPORATION.

## NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING of Shareholders will be held in the OFFICES of the COMPANY, Queen's Buildings, New Praya, on MONDAY, the 26th FEBRUARY, 1906, at 12 o'clock NOON, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1905.

The TRANSFER BOOKS of the Company will be CLOSED from the 12th to the 26th February, both days inclusive.

By Order of the Board of Directors,

THOS. I. ROSE,  
Secretary.

Hongkong, 1st February, 1906. [319]

## AUCTIONS

## PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction

TO DAY (SATURDAY),

the 3rd February, 1906, at 2.30 P.M., at his

SALISBURY, QUEEN'S ROAD,

SUNDAY HOUSEHOLD FURNITURE,

BEVELLED GLASS OVERMANTELS,

PESSIAN CARPETS & RUGS, DRAWING

ROOM SUITES;

CROCKERY, GLASS and PLATED

WARE;

PIANOS, COOKING STOVES,

&c., &c., &c.

TERMS:—As usual.

V. I. REMEDIOS,  
Auctioneer.

Hongkong, 2nd February, 1906. [336]

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction

TO WEDNESDAY

Apply to—

LAUTS, WEGENER & CO.

Hongkong, 4th March, 1906. [81]

## TO LET.

SEVEN EUROPEAN HOUSES, late

P. Blackhead & Co. & Shaw, T

# Weak Lungs, Consumption.

PREScribed  
BY DOCTORS.

USED IN  
HOSPITALS.

RECOMMENDED  
BY NURSES.

PRAISED BY  
ALL USERS.

## Angier's Emulsion

(PETROLEUM WITH HYDROPHOSPHITE)

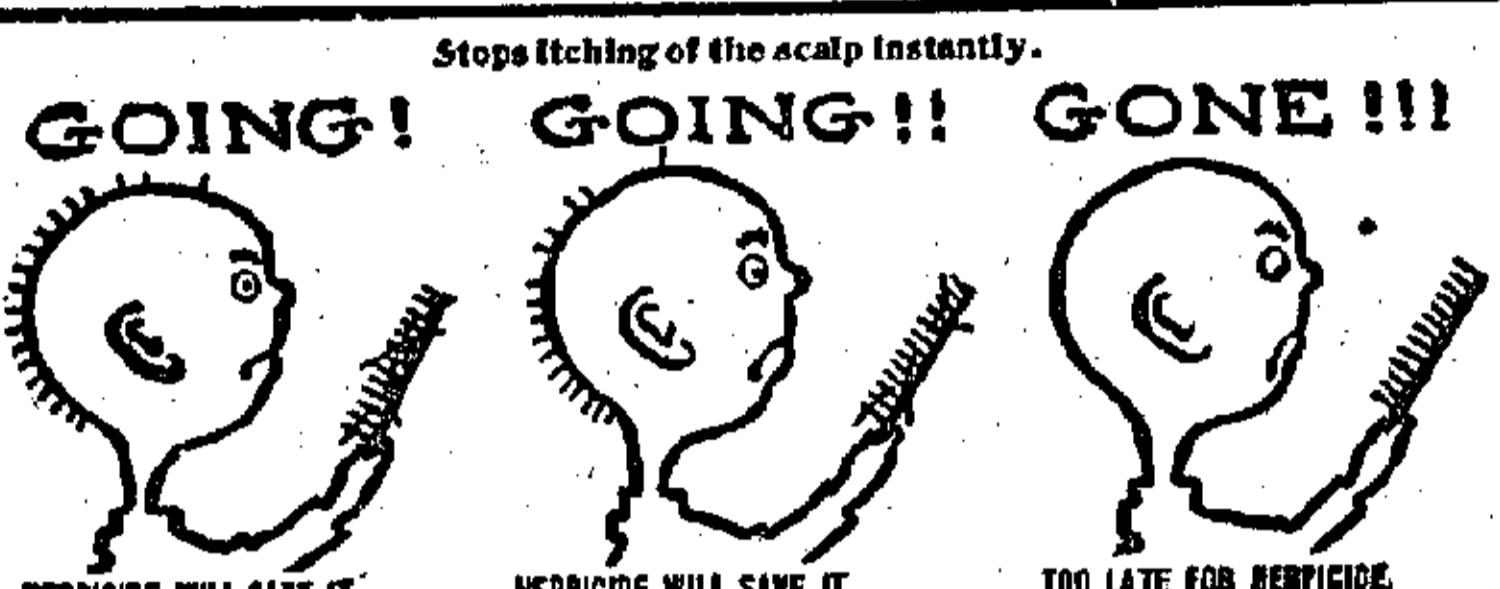
has this supreme virtue, that it not only soothes and heals the mucus membrane of the lungs and air passages, and relieves the troublesome cough, but at the same time promotes appetite, keeps the digestive organs in a natural healthy condition, and greatly improves digestion, assimilation and nutrition, thus building up the health and strength as nothing else will. Pleasant to take, it agrees with the most delicate stomach, and can be taken undiluted or in any desired beverage. Petroleum not being animal oil is acceptable to all castes and all forms of religion. Furthermore, in its preparation the Emulsion is untouched by hand.

**CAUTION.** Do not mix with ordinary petroleum. Be sure to get Angier's.

In three sizes: of Chemists and Druggists.

THE ANGIER CHEMICAL CO., LTD., 31 & 32 Snow Hill, London, Eng.

229-0



### NEWBRO'S HERPICE

The Original Remedy that "Kills the Dandruff Corn."

QUITE HOMELY---QUITE ATTRACTIVE

The woman with homely features will not lack attractiveness if her head is crowned with an abundant growth of hair.

Drug Stores, \$1.00.

A. S. WATSON & CO., HONGKONG, SPECIAL AGENTS.

Applications at prominent barber shops.

1106-4

### VISITORS AT HOTELS.

#### HONGKONG HOTEL.

Dr. D. H. Ainslie  
Capt. E. Charlton, R.N. Mr. W. S. Davidson  
Mrs. E. Charlton, child Mr. J. S. Hall  
and wife

#### A SAFE REMEDY FOR ALL

#### SKIN AND BLOOD DISEASES.

If you suffer from any disease due to an impure state of the Blood, FROM WHATEVER CAUSE ARISING, you should test the value of Clarke's Blood Mixture, the world-famous Blood Purifier and Medicator. This medicine has 40 years reputation and is today more popular than ever, the reason of this being undoubtedly because this wonderful remedy does what it promises to do—it CURES SKIN AND BLOOD DISEASES PERMANENTLY.

## Clarke's Blood Mixture

IS THE FINEST BLOOD PURIFIER

EVER DISCOVERED.

It is warranted to cleanse the blood from all impurities, from whatever cause arising. For RAD LEGS, SCROFULA, ECZEMA, BLOTHES, SPOTS, BLOOD POISON, BLACKHEADS, ULCERS, PIMPLES, SKIN AND BLOOD DISEASES, SORES OF ALL KINDS

It is a safe and permanent Remedy. It is the only real specific for Goat and Rheumatic Pains, for it removes the cause from the Blood and Bones.

**NOTE.** This mixture is pleasant to the taste and is unguessed free from anything injurious to the most delicate constitution of either sex, from infancy to old age, and the Proprietors solicit sufferers to give it a trial to test its value.

Thousands of wonderful cures have been effected

THIRD MANY THINGS WITHOUT BENEFIT UNTIL I TOOK CLARKE'S BLOOD MIXTURE. Mr. E. Lewis, 48 Bridge Street Row, Chester, writes: "Just a line in favour of Clarke's Blood Mixture. I had eczema for seven months, and tried many things with but benefit until I took your remedy. After the eighth bottle I was quite well again. Please accept this letter as a token of gratitude to your wonderful Clarke's Blood Mixture."—June 31, 1905.

Sold by all Chemists and Patent Medicine Vendors throughout the World

ASK FOR... CLARKE'S BLOOD MIXTURE

and beware of worthless imitations and substitutes

[57]

## THE UNRIVALLED KILLER.

### KEATING'S POWDER.

FATAL TO INSECT LIFE  
Harmless to Every Man, Woman and Child.

Be quite sure you get KEATING'S  
IT KILLS  
FLEAS, BEETLES, BUGS, FLIES

60

### AN EVENTFUL YEAR IN CHINA.

The Financial and Commercial Supplement of the *Times*, dated January 1st, has the following from a Shanghai correspondent:

The transformation of China is in the air, and the history of the past year is one of change visible to the most casual observer. China has many times been beaten to her knees and summoned by the outside world to reconsider her attitude of lofty superiority. In 1842, in 1858 and 1860, in 1885, in 1895, and in 1900 she has submitted to armed force and has submitted to such modifications as could be secured by the skill of her diplomats. Time after time she has acknowledged her powerlessness to resist the military pressure brought to bear, but after each reverse the characteristic strength of the nation has brought recuperation and has shown a power of resilience which can only be likened to that of gaita perchance not yet valenzianized to inelasticity. For many years reform, as we understand it, has been urged upon her by her friends—and in the fifteen and upon sixties the whole world was her friend, if she would but have recognized it. She was warned that her system of government, common enough in Europe two centuries ago, could not endure in the friction of outside contact to-day, and she was urged to conform to ways adopted by the world at large within the past century, but which did not approve themselves to her own leaders. Forty-seven years ago a Chinese statesman said, "You say we move too slowly; in 50 years you will complain that we are moving too fast." For many years this seemed the trivial utterance of unintelligent superiority. The lesson which Japan learned in the twinkling of an eye and which she proceeded to act upon within ten years of the imposition of the earliest treaties dictated to her by superior force, was taken to heart by China only to the extent of acidulating her relations with foreign Powers and their subjects.

**THE AWAKENING.**  
The awakening came in 1895. The hawthorn were driven from their nests, and a Power, once despised and occupying the same position of subjection, showed what could be done by an Asiatic race which had adopted the methods and opinions of the West. The successive occupation of Kiaochau, Port Arthur, Weihaiwei, and Kwangchow West, and the rejected claim of Italy to Sammeon Bay quickened the movement and re-enforced the arguments of the Young China party which had come into being. When, however, the Emperor proceeded in a series of edicts to give effect to their plans, the serious thinkers of the Empire felt that this was going too fast and that a half must be called to the attempt to recast in a few months the institutions of an empire which it had taken centuries to build up. Then came the Boxer year. A strongly nationalist movement, patriotic in its inception, outrageous and crude in its operation, swept the north and was restricted in its area only by the wisdom of the representatives of Old China, who saw that, whether it was or was not wise to expel the intruder, the method attempted was at least not the way to do it. Boxerism was crushed to earth, but the feeling which inspired it, the patriotism which declared that China *farva de* or the jealousy which aims at permitting no foreigner's share in the development of the country, have leavened the mass, and to-day all China is of one mind to an extent never seen in the old days of provincial separation. In 1858 and 1860 the Chinese coolie corps was an important adjunct to the military operation of the British and French against China; in 1895 the South was supremely indifferent to the humiliation of the North, where a mighty empire was prostrated in the dust; in 1905 the "boycott against American goods" swept over the country like a wave of flame.

**BOYCOTT OF AMERICAN GOODS.**  
This boycott originated in Shanghai, whence no labourers go to the United States, and was as keenly prosecuted there as in Canton, the home of most of the actual emigrants; it spread thence to all parts of the Empire except Tientsin, where the Viceroy would have none of it. The initial steps were taken as far as the world at large knows, by the Official Chamber of Commerce, and not by the mercantile guilds, which, indeed, were busied later on in protecting their members, the bankers and merchants, from the disastrous effects of the movement. This medieval country has learned, partially at least, to recognize the modern truth that all nations are one in matters of trade, and that what injures one cannot benefit another. The lesson was driven home by the fact that the Chinese merchants had contracted for many months ahead for the products of the American mills and were forced to meet their obligations if their financial standing was to be maintained, the result being that they and the banks supporting them found themselves loaded with stocks for which the consuming markets had been seriously restricted. For in the meantime the agitation had been taken up by the Young China party, the vernacular press, and the thousands of students who had passed through the schools of the various missions, English or American, and, especially by those who had acquired by a residence of a year or two in Japan that superficial knowledge which is so dangerous. From them it spread to the world at large, always ready to be inflamed by what, for want of a better word, must be called an anti-foreign feeling. The commercial result of this extension of the boycott was a serious diminution in the actual consumption of American products, which, in importers' wholesale lots, went on piling up in the warehouses of Shanghai and constituting a heavy burden on the financial resources of the native banks. These banks, already overburdened with the task of financing the indemnity payments, are in troubled waters, and it is feared that the year-end settlement, imperatively demanded of Chinese trade, will be a bad one.

**POSSIBILITY OF OTHER BOYCOTTS.**  
It may be thought that a boycott against another nation need not attract the serious attention of the English readers of *The Times*. This was the first feeling of British and German merchants in China, but further reflection has brought other views, and it is now recognized that a weapon directed against one people for one cause may easily be directed against other people for other causes, however trivial. This is in itself a revolution. The passage of the Boxer was forced and the way opened for trade by the capture of British warships; what weapon shall force a passage through a boycott? American and German followed peaceably in on the sound of British guns; do the British and Germans hope that in the long run they will gain the trade from which the Americans are excluded?

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**DOCKS, WHARVES AND GODOWNS.**—Hongkong and Whampoa Docks have been built in, and can be had, at \$165. Kowloon Wharves are obtainable at \$103. Furnishings have declined to Tls. 123, and Hongkew Wharves to Tls. 239.

**LANDS, HOTELS AND BUILDINGS.**—Hongkong Lands are to be had at \$120 ex dividend, and West Points at \$53 ex dividend. Humphry's have changed hands, and can be had at \$13; Chancery or business to report in other stocks under this heading.

**COTTON MILLS.**—Hongkong Cottons can be had at \$144; other stocks unchanged.

**MISCELLANEOUS.**—Great Islands are steady at \$30. Hongkong Electric (old shares) have been placed at \$15. Hongkong Ties are wanted at \$245; other stocks under this heading call for no remarks.

**MINING.**—Rocks are on offer at \$34.

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## SHIPPING.

## ARRIVALS.

CHIYUEN, Chinese steamer, 2nd Feb., from Canton.  
 HAIKAN, French str., 377, L. Andersen, 1st Feb.—P.-Pakhoi and Hoilow 31st January, General—A. R. Martyn.  
 HAITAN, British str., 1,185, J. S. Reach, 2nd Feb.—Coast Ports 30th Jan., General—Douglas, Lapraik & Co.  
 HELEN, German str., 771, J. Jessen, 2nd Feb.—Swatow 1st Feb., General—Jensen & Co.  
 H.M.S. IONIAN, British cruiser, 3,500, H. H. Torlesse, 1st Feb., Shanghai 30th February.  
 LAISANG, British str., 3,460, P. M. B. Lake, 2nd February.—Calcutta 18th January, General—Jardine, Matheson & Co.  
 LOONMOON, German steamer, 2nd February, from Canton.  
 NUNA, British str., 3,844, F. J. Fox, 1st Feb., London 23rd Dec., General—P. & O. S. N. Co.  
 QUINTA, German steamer, 2nd February, from Canton.  
 TAMING, British str., 1,350, A. W. Outerbridge, 2nd February.—Manila 30th Jan., General—Butterfield & Swire.  
 WINGSON, British steamer, 2nd February, from Canton.

## CLEANANCES.

AT THE HARBOUR MASTER'S OFFICE  
 February 2nd.  
 Mackay, German str., for Bangkok.  
 Nubia, British str., for Yokohama.

## DEPARTURES.

February 1st.  
 CANTON, Norwegian str., for Singapore.  
 ANGHN, German str., for Swatow.  
 BARALONG, British str., Nagasaki.  
 HONGKONG MAINT., Jap. str., for San Francisco.  
 KWANTUNG, Chinese str., for Shanghai.  
 OSCAR II, Dutch str., for Somtraya.  
 TIPUAN II, Dutch str., for Macassar.

## SHIPPING REPORTS.

The British str. *Laisang* reports: Moderate monsoon and fine, on the 1st inst., spoke s.s. *Castor*, 1st, 1906, N. long., 115.44 E.  
 The British str. *Italica* reports: Foothow to Amoy moderate N.E. wind and fine. Amoy to Swatow light wind, fog and heavy rain. Swatow to Hongkong light wind and fine weather.

## VESSELS IN DOCK.

February 2nd.  
 ABERDEEN DOCKS.—Kowloon Docks.—Kuinsberg, *Prithi*, *Empress of India*, *Wongki*, *Sifang*, *Jacob Diederichsen*, *Kensington*, *Katherine Park*, *Nanshan*, *Sauchong*, *M. Struve*, *Peng Fei*, *Elizabeth Richers*, *Quinta*.  
 COMPOUNDT Docks.—Honan.

## VESSELS ON THE BERTH

FOR SHANGHAI.  
 (Taking cargo at through rates to TSINGTAU and CHERMULFO).

## THE Steamship

"LOONMOON."  
 Captain K. Kalkofen, will be despatched for the above port to-day, the 3rd Feb., at 4 P.M.

This Steamer has superior accommodation for First and Second Class Passengers.  
 For Freight or Passage, apply to SIEMSEN & CO., Agents.

Hongkong, 30th January, 1906. 396

NORDDEUTSCHER LLOYD, BREMEN.

## NOTICE.

STEAM FOR ZAMBOANGA, JOLO (SULU ISLAND), SANDAKAN AND KUDAT.  
 Taking cargo at through rates to TAWAO, LAHAD DATA, LABUAN, MENADO, SIMPOMPA, USUKAN AND JESSELTON.

## THE Company's Steamship

"BORNEO."  
 Captain F. Sembill, will be ready to load on MONDAY, the 5th February.  
 For Freight or Passage, apply to NORDEUTSCHER LLOYD, MELCHERS & CO., Agents.

Hongkong, 30th January, 1906. 291

FOR SINGAPORE, PENANG AND CALCUTTA.

## THE Steamship

"GREGORY APCAR."  
 Captain J. G. Olifent, will be despatched for the above ports on TUESDAY, 6th Feb., at 3 P.M.  
 For Freight or Passage, apply to DAVID SASSOON & CO., LTD., Agents.

Hongkong, 31st January, 1906. 295

FOR SINGAPORE, PENANG, COLOMBO, PORT SAID AND NAPLES, (If Sufficient Indemnity Offers).

## THE Steamship

"RHENANIA."  
 Captain Förck, will be despatched for the above ports on or about the 10th February.  
 The steamer has splendid accommodation for passengers and carries a duly qualified doctor and stewardess.

HAMBURG-AMERIKA LINIE,  
 Hongkong Office, Hongkong, 12th January, 1906. [206]

NAVIGAZIONE GENERALE ITALIANA.  
 (Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.  
 Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MASSINA, NAPLES, LEGHORN AND GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALACA.)

## THE Steamship

"CAPRI."  
 Captain Belsito, will be despatched as above on MONDAY, the 12th February, at Noon.  
 At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents.

Hongkong, 31st January, 1906. [4]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with no number denoting the section.

## SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & BIG	BERTH	CAPTAIN	FOB FREIGHT APPLICABLE	TO BE DESPATCHED
LONDON & ANTWERP	BENARTY	Brit. str.	—	Sarohot	GIB, LIVINGSTON & CO., P. & O. S. N. Co.	About 4th inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	ARCADIA	Brit. str.	—	E. P. Martin, E.N.R.	P. & O. S. N. Co.	On 10th inst., at Noon.
LONDON & ANTWERP...	GLENSTRAE	Brit. str.	—	E. J. McGillivray	McGREGOR BROS. & GOW	About 14th inst.
AMSTERDAM, LONDON & ANTWERP...	PATROOL	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	About 22nd inst.
AMSTERDAM, LONDON & ANTWERP...	SAINTE BEDE	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 13th inst.
AMSTERDAM, LONDON & ANTWERP...	ACHILLES	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 27th inst.
AMSTERDAM, LONDON & ANTWERP...	ALCINOUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 13th inst.
AMSTERDAM, LONDON & ANTWERP...	DIONE	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 10th April.
AMSTERDAM, LONDON & ANTWERP...	TEEKAI	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 24th April.
MARSEILLES, &c., via PORTS OF CALL...	CALEDONIAN	French	—	Gregory	MESSAGERIES MARITIMES	On 6th inst., at 1 P.M.
MARSEILLES, HATRE, ANTWERP (DIRECT)	KOUANG SL	French	—	Bardillon	MESSAGERIES MARITIMES	About 12th inst.
BREMEN, VIA PORTS OF CALL...	PREUSSEN	German	—	R. Meyer	MELCHERS & CO.	On 14th inst., at Noon.
HAVRE, BERNEN & HAMBURG VIA STRAITS, &c.	BRISGAVIA	German	k. w.	Förck	HAMBURG-AMERIKA LINIE	To-morrow.
HAVRE & HAMBURG VIA STRAITS, &c.	REVENIA	German	k. w.	Pozzolus	HAMBURG-AMERIKA LINIE	On 10th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SEPIA	German	k. w.	Ehlers	HAMBURG-AMERIKA LINIE	On 21st inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SCANDIA	German	k. w.	v. Döhren	HAMBURG-AMERIKA LINIE	On 7th Mar.
HAVRE & HAMBURG VIA STRAITS, &c.	SILENIA	German	k. w.	Bahle	HAMBURG-AMERIKA LINIE	On 21st Mar.
HAVRE & HAMBURG VIA STRAITS, &c.	SILVIA	German	k. w.	Jäger	HAMBURG-AMERIKA LINIE	On 4th April.
AUSTRIA	ANTEMOR	Austrian	1 m.	Colledani	SANDER, WIELAND & CO.	On 5th Mar.
AUSTRIA	PELUSI	Austrian	—	—	BUTTERFIELD & SWIRE	On 20th inst.
GENOA, MARSEILLES & LIVERPOOL	AGAMEMNON	British	—	—	BUTTERFIELD & SWIRE	On 20th Mar.
GENOA, MARSEILLES & LIVERPOOL	ST. GEORGE	British	—	—	DODWELL & CO., LTD.	On 20th inst.
NEW YORK VIA PORTS & SUEZ CANAL	EMPEROR OF INDIA	British	2 m.	—	CANADIAN PACIFIC R. CO.	On 7th inst.
VICTORIA (B.C.)	TAUTAR	British	1 m.	—	CANADIAN PACIFIC R. CO.	On 21st inst.
VICTORIA (B.C.) SEATTLE, &c., via JAPAN	YAVRES	British	Am. str.	—	DODWELL & CO., LIMITED	On 13th inst.
VICTORIA (B.C.) SEATTLE, &c., via JAPAN	YANOFER	British	1 m.	—	BUTTERFIELD & SWIRE	On 24th inst.
SAN FRANCISCO VIA PORTS	MINNESOTA	American	—	—	NIPPON YUSEN KAISHA	About 16th Mar.
AUSTRALIAN PORTS VIA ZAMBOANGA	SEMINOLE	American	—	H. H. Rinder	PORTLAND & ASIATIC S.S. CO.	Early in Feb.
AUSTRALIAN PORTS VIA MANILA	TAITUAN	American	1 m.	Metzenbach	SHEWAN, TOME & CO.	About end of Feb.
AUSTRALIAN PORTS VIA MANILA	PRINZ SIGISMUND	American	—	—	BUTTERFIELD & SWIRE	To-day.
EASTERN	TAUTAR	American	—	Lenz	MELCHERS & CO.	On 6th inst., at Noon.
NUBIA	DECIMA	American	—	Powell	GIB, LIVINGSTON & CO.	On 3rd Mar.
TSINAN	TAUTAR	American	1 m.	F. J. Fox	P. & O. S. N. CO.	On 2nd inst.
WILLERAD	YAVRES	American	—	—	BUTTERFIELD & SWIRE	On 8th inst.
TJILATJAP	YAVRES	American	Dut. str.	—	MELCHERS & CO.	On 12th inst.
WIN-OSANG	YAVRES	American	—	—	JAVA-CHINA JAPAN LINIE	Quick despatch.
LOONGMOON	YAVRES	American	—	—	JARDINE, MATHESON & CO.	To-day, at 3 P.M.
HOPSANG	YAVRES	American	—	—	JARDINE, MATHESON & CO.	To-morrow, at Daylight.
HANGSANG	YAVRES	American	—	—	JARDINE, MATHESON & CO.	On 5th inst., at 3 P.M.
KOONSHING	YAVRES	American	—	—	JARDINE, MATHESON & CO.	On 6th inst., at 3 P.M.
TOURANE	YAVRES	American	—	—	MESSAGERIES MARITIMES	About 5th inst.
DONGOLA	YAVRES	American	—	—	P. & O. S. N. CO.	About 10th inst.
ANPING MARU	YAVRES	American	—	G. Phillips	OSAKA SHOSEN KAISHA	To-morrow, at 10 A.M.
DAIGI MARU	YAVRES	American	—	N. Kobayashi	OSAKA SHOSEN KAISHA	On 11th inst., at 10 A.M.
DAIJIN MARU	YAVRES	American	—	S. Tagami	OSAKA SHOSEN KAISHA	On 8th inst., at 10 A.M.
DECIMA	YAVRES	American	—	H. Oita	OSAKA SHOSEN KAISHA	To-morrow, at 10 A.M.
HAITAN	YAVRES	American	—	Schulteier	Douglas, LAPRAIK & CO.	To-morrow.
PAKHOI	YAVRES	American	1 m.	J. S. Reach	BUTTERFIELD & SWIRE	To-day, at Noon.
YUENSANG	YAVRES	American	—	R. Almond	JARDINE, MATHESON & CO.	On 10th inst.
REBIL	YAVRES	American	—	—	SHEWAN, TOME & CO.	On 6th inst.
ZAFIRO	YAVRES	American	1 m.	R. Rodger	BUTTERFIELD & SWIRE	On 10th inst., at Noon.
KAI FONG	YAVRES	American	—	F. Sembill	MELCHERS & CO.	Quick despatch.
GREGORY APCAR	YAVRES	American	—	J. G. Olifent	DAVID SASSOON & CO., LTD.	On 6th inst., at 3 P.M.
LAINANG	YAVRES	American	—	Forck	HAMBURG-AMERIKA LINIE	About 10th inst.
RHENANIA	YAVRES	American	—	Bolsito	CARLOWITZ & CO.	On 12th inst., at Noon.

## NIPPON YUSEN KAISHA, AGENTS.

Will be despatched from HONGKONG as follows:  
 "MINNESOTA," Captain J. H. Rinder, about FRIDAY, 16th MARCH, 1906.  
 "DAKOTA," Captain E. FRANCKE, On TUESDAY, 24th APRIL, 1906.  
 Conveying cargo to the Pacific Coast, United States, and Canadian Overland Trains, DAILY from the PACIFIC to the ATLANTIC WITHOUT CHANGE.  
 Hongkong to London, 1st Class, via St. Lawrence £60; via New York £60; Intermediate on Steamers £49, and 1st Class Rail £42.  
 R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only Intermediate rates, affording superior accommodation for that class.  
 Passengers booked through to all principal points and AROUND THE WORLD.  
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese Japanese Governments.  
 For further information, Maps, Routes, Handbooks, Rates of Passage and Freight, apply to D. E. BROWN, General Agent.

Corner Pedder Street and Praya, opposite Blake Pier

STEAMSHIP COMPANY, LTD.  
AND  
CHINA MUTUAL STEAM  
NAVIGATION CO., LTD.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.

MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

## EUROPEAN SERVICE.

## OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"PELEUS"	On 6th February.
GLASGOW and LIVERPOOL	"ALCINOUS"	On 13th February.
GLASGOW and LIVERPOOL	"LABERTS"	On 20th February.
GLASGOW and LIVERPOOL	"YANGTSE"	On 21st February.
GLASGOW and LIVERPOOL	"DIOMED"	On 27th February.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 6th March.
GLASGOW and LIVERPOOL	"TEENKAI"	On 13th March.
GLASGOW and LIVERPOOL	"MACHAON"	On 20th March.
GLASGOW and LIVERPOOL	"KEEMUN"	On 21st March.
GLASGOW and LIVERPOOL	"KINTUCK"	On 28th March.

## HOMEBWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON and ANTWERP	"PATROCLUS"	On 13th February.
GENOA, MARSEILLES and LIVERPOOL	"ANTENOR"	On 20th February.
AMSTERDAM, LONDON and ANTWERP	"SAINT BEDE"	On 27th February.
AMSTERDAM, LONDON and ANTWERP	"ACHILLES"	On 13th March.
GENOA, MARSEILLES and LIVERPOOL	"PELEUS"	On 20th March.
AMSTERDAM, LONDON and ANTWERP	"ALCINOUS"	On 27th March.
AMSTERDAM, LONDON and ANTWERP	"DIOMED"	On 10th April.
GENOA, MARSEILLES and LIVERPOOL	"AGAMEMNON"	On 20th April.
AMSTERDAM, LONDON and ANTWERP	"TEENKAI"	On 24th April.

## TRANS-PACIFIC SERVICE.

Operating in conjunction with THE NORTHERN PACIFIC RAILWAY CO. AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

## EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, & al. PACIFIC COAST PORTS	VIA "YANGTSE"	On 24th February.
NAGASAKI, KOBE and YOKO-	"KEEMUN"	On 24th March.
HAMA		
WESTWARD.		
FROM TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	STEAMERS	TO SAIL
	"PINGSUEY"	On 7th February.
	"OANFA"	On 1st March.

For Freight, apply to—

BUTTERFIELD & SWIRE,  
AGENTS. (910)

Hongkong, 30th January, 1906.

CHINA NAVIGATION CO.  
LIMITED.

## STEAMERS TO SAIL.

FOR	STEAMERS	TO SAIL
ZAMBANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, SYDNEY and MELBOURNE	"TAIYUAN"	On 3rd February.
SWATOW and SHANGHAI	"PAKHOI"	On 4th February.
CEBU and ILOILO	"KAFONG"	On 6th February.
MANILA	"TAMING"	On 6th February.
YOKOHAMA and KOBE	"TSINAN"	On 8th February.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 30th January, 1906.

[11]

PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

## FOR STEAMERS TO SAIL REMARKS.

YOKOHAMA AND SHANGHAI	NUBIA	ABOUT 2ND FEBRUARY	Freight and Passage.
MOJI and KOBE	F. J. Fox.	February	
SHANGHAI	DONGOLA	ABOUT 8TH FEBRUARY	Freight and Passage.
LONDON &C, VIA USUAL PORTS	ARCADIA	NOON, 10TH FEBRUARY	See Special of Call.
LONDON and ANTWERP VIA SINGAPORE, PENANG, JAPAN	W. W. COOK, E.N.R.	ABOUT 14TH FEBRUARY	Freight and Passage.
COLOMBO, PORT SAID and MARSEILLES	E. P. MARTIN, E.N.R.	ABOUT 14TH FEBRUARY	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 30th January, 1906.

[1]

## OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING	1
TAMSUI VIA SWATOW AND AMOY	"DAIGI MABU"	SUNDAY, 4th Feb., at 10 A.M.	
TAMSUI VIA SWATOW AND AMOY	"DALIJN MARU"	SUNDAY, 11th Feb., at 10 A.M.	
SHANGHAI VIA SWATOW, AMOY AND FOOCHOW	H. OTTA	ABOUT TUESDAY, 15th Feb.	
ANPING VIA SWATOW AND AMOY	"ANPING MARU"	ABOUT TUESDAY, 15th Feb.	
THE CHARTERED S.S. "DECIMA"	SCHLAIKER	THURSDAY, 8th Feb., at 10 A.M.	
* TAMSUI VIA SWATOW AND AMOY	"DECIMA"	LEAVING	
* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with electric light.			
* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.			
For Freight, Passage, and further information, apply at the Company's local Branch Office.			
No. 8, Des Vaux Road Central, Hongkong, 29th January, 1906.	T. ARIMA, Manager.		[14]

## IMPERIAL GERMAN MAIL LINES.

## NORDDEUTSCHER LLOYD, BREMEN.

## EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, STEAMERS WILL ALSO CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN PORTS, SUBJECT TO ALTERATION.

STEAMERS.

## SAILING DATES.

## 1906

PREUSSEN	WEDNESDAY	14th February
ZIETEN	WEDNESDAY	28th February
PRINZESS ALICE	WEDNESDAY	14th March
BAYERN	WEDNESDAY	28th March
PRINZ REGENT LUFTPOLD	WEDNESDAY	11th April
PRINZ EITEL FRIEDRICH	WEDNESDAY	25th April
SACHSEN	WEDNESDAY	9th May
PRINZ HEINRICH	WEDNESDAY	23rd May
ROON	WEDNESDAY	6th June

ON WEDNESDAY, the 14th day of FEBRUARY, 1906, at NOON, the Steamship "PREUSSEN," Captain E. Meyer, with MAILED, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 12th February. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 13th February, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 13th February.

Contents of Parcages are required. No Parcel Receipts will be issued for less than 32.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

Passenger money from HONGKONG: 1st Class 2nd Class 3rd Class

TO NAPLES, GENOA and GIBRALTAR 261 0 0 242 0 0 232 0 0

return 91 0 0 63 0 0 33 0 0

TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG 65 0 0 44 0 C 24 0 0

return 97 0 0 66 0 0 36 0 0

TO NEW YORK VIA SUEZ VIA NAPLES, GENOA or GIBRALTAR 24 0 0 44 0 C 26 0 0

return 115 0 0 79 0 0 47 0 0

VIA BREMEN or SOUTHAMPTON 68 0 0 46 0 0 27 0 0

return 123 0 0 83 0 0 49 0 0

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA: Passengers have the option of using a Steamer of the British India S. N. Co., from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERUPTION OF THE VOYAGE IN EGYPT: Passengers to European and New York are entitled to travel by the N. D. L. Mediterranean Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer from PORT SAID.

## JAPAN-CHINA-AUSTRALIAN LINE.

## VIA NEW GUINEA.

STEAM FOR MANILA, FRIEDRICH-WILHELM-SHAFEN, SIMPSONHAFEN, BRISBANE, SYDNEY and MELBOURNE.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMER SAILING DATES.

PRINZ SIGISMUND 3892 tons TUESDAY, 6th Feb., at Noon.

WILLEHAD 4763 tons TUESDAY, 6th March.

PRINZ WALDEMAR 3227 tons TUESDAY, 3rd April.

PRINZ SIGISMUND, Captain Lenz, with Mails, Passengers and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

Passenger money from HONGKONG: 1st Class 2nd Class

TO MANILA 83 0 0 80 0 0 return 88 0 0 85 0 0

TO NEW GUINEA 428 0 0 418 10

## POST OFFICE NOTICES.

The *Tourane*, with the French mail of Jan. 5th, left Saigon on Friday, the 2nd inst., at 8 a.m., and may be expected here on or about Monday, the 6th inst., at daylight. This packet brings replies to letters despatched from Hongkong on the 2nd December.

A Mail for MACAO is despatched per s.s. *Wingchau* on week-days at 5.00 p.m. On Sunday the mail for MACAO is closed at 8.00 a.m.

Mails for CANTON, SAMSHU and WUCHOW are closed on week-days at 7.30 a.m. and at 5.00 p.m.

Mails for CANTON, NAMPAO, SANDBE, \*KONGMOON, \*KUMONUK, \*SAMSHU, and \*WUCHOW are closed every weekday, at 5 p.m. On Sundays the mails are closed at 9 a.m.

\*No mails are despatched to these places on Saturday evenings, unless previously notified.

## MAILS WILL CLOSE

FOR	FROM	PER	DATE
Zamboula, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth	Taiping, Saturday, 3rd, 11.00 a.m.		
Taiping and Chefoo			
Manila			
Manila			
Bangkok			
Bangkok			
Macao			
Ningpo and Shanghai			
Bangkok			
Shanghai			
Swatow and Shanghai			
Hoikow, Tournai and Quinhon			
Swatow and Shanghai			
Swatow, Amoy and Tamsui			
Swatow, Singapura and Bangkok			
Taiping and Chefoo			
Hoikow and Pakhoi			
Swatow, Amoy and Foochow			
Calcutta			
Macao			
Shanghai, Moji, Kobe and Yokohama			
Shanghai, Peking and Colombo			
Colombo, Penang and Kuala Lumpur			
Manila, Simpanghalan, Friedrich Wilhelmshafen, Herkortshohe, Matupi, Samarai, Brisbane, Sydney and Melbourne			
Europe, &c., India via TUTICORIN			
(Late Letters 11.00 to 11.30 a.m. Extra postage 10 cents)			
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)			
Shanghai			
Singapore, Penang and Calcutta			
Cuba and Iloilo			
Manila			
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER (B.C.)			
(Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents)			
Yokohama and Kobe			
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO			
(Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents)			
TO-DAY.			
Sale, Household Furniture, &c., Sales Rooms, Mr. V. I. Rotondi, 239 pm.			
COMMERCIAL.			
CLOSING QUOTATIONS			
ON LONDON.—	February 2nd.		
Telegraphic Transfer	201		
Bank Bills, on demand	214		
Bank Bills, at 30 days' sight	203		
Bank Bills, at 4 months' sight	208		
Credits, at 4 months' sight	202		
Contingent Bills, 4 months' sight	204		
ON PARIS.—			
Bank Bills, on demand	254		
Credits, at 4 months' sight	281		
ON GERMANY.—	207		
On demand			
Bank Bills, on demand	491		
Credits, 60 days' sight	501		
ON BOMBAY.—	1501		
Telegraphic Transfer			
Bank, on demand	1501		
ON CALCUTTA.—	1501		
Telegraphic Transfer			
Bank, on demand	1501		
ON SHANGHAI.—	711		
Bank, at sight	721		
Private, 30 days' sight	721		
ON YOKOHAMA.—	On demand	994	
Bank, on demand	994		
ON SINGAPORE.—	On demand	16,000 p.m.	
Bank, on demand	1211		
ON BATAVIA.—	On demand	14,000 p.m.	
Bank, on demand	14,000 p.m.		
ON HAIPHONG.—	On demand	14,000 p.m.	
Bank, on demand	14,000 p.m.		
ON SAIGON.—	On demand	614	
Bank, on demand	614		
ON VENEZUELA, Bank's Buying Rate	9.35		
GOLD LEAF, 100 fine, per oz.	32.40		
BAR SILVER, per oz.	303		
VESSELS EXPECTED.			
THE FRENCH MAIL.			
The M.M. str. <i>Tourane</i> left Saigon on the 2nd Feb., at 8 a.m. for this port.			
THE AMERICAN MAIL.			
The O. & O. str. <i>Copra</i> left Yokohama for Hongkong via Manila on the 31st Jan., and is expected to arrive here on or about 11th Feb.			
THE CANADIAN MAIL.			
The C.P.R. str. <i>Empress of Japan</i> left Vancouver via ports on the 25th Jan., p.m., for Hongkong on the 28th Jan. for this port.			
THE MERCHANT STEAMERS.			
The Indo-China str. <i>Laisang</i> left Calcutta for this port on the 18th Jan., and may be expected here to-day.			
The E. & A. str. <i>Eastern</i> , from Sydney, &c., left Manila on the 1st Feb., a.m., and is due here to-day at 4 p.m.			
The A. & O. Line str. <i>Yeddo</i> , from New York, left Singapore on the 28th Jan. for this port, and is expected here to-morrow.			
The I.G.M. str. <i>Prin Sigismund</i> , from Japan, is due here on or about Monday, at noon.			
The O.S.S. & C.M. str. <i>Peleus</i> left Singapore on the 30th Jan., p.m., and is due here on the 5th Feb.			
The O.S.S. & C.M. str. <i>Pinguey</i> , from Pacific, left Moji on the 31st Jan., and is due here on the 5th Feb.			
The C.N. str. <i>Tsinan</i> , from Australian ports, left Sydney on the 12th Jan., and may be expected here on or about 5th Feb.			
The Glen Line str. <i>Glengarr</i> , from London, &c., left Singapore on the 3rd Jan., p.m., for this port.			

## JOINT STOCK SHARES.

Hongkong, February 2nd.

COMPANY.	PAID UP.	QUOTATIONS.
Alhambra	\$200	\$100, sellers
Bank—		
Hongkong & Sh. N.	\$125	\$95, sellers London, £95
National B. of China	25	\$88, buyers
Bol's Asbestos E. & C.	12s. 6d.	\$60, sellers
China Borneo Co.	\$12	\$10, sellers
China Light & P. Co.	\$10	\$9, sellers
China Provident	\$10	\$84
Cotton Mills—		
Evo.	£60	£17, buyers
Hempson	£10	£14, buyers
International	£18	£40
Laou Kung Mow	£10	£8
Soyches	£10	£20
Dairy Farm	£8	£15, sellers
Docks and Wharves—		
Farnham, B. & Co.	£100	£128
H. & K. Wharf & G.	£50	£108, sellers
H. & W. Dock	£50	£105, sales & sel.
New Amoy Dock	£25	£17
S. H. & H. Wharf	£100	£120
Fenwick & Co. Geo.	£25	£24
G. Island Cement	£10	£15, buyers
Hongkong & G. Ins.	£10	£14, sales & buy.
H. H. L. Tramways	£100	£20
Hongkong Hotel Co.	£50	£14
Hongkong Ice Co.	£25	£15, buyers
Hongkong K. P. Co.	£20	£16, buyers
Hongkong S. Waterboat	£10	£12, sellers
Insurances—		
Canton	£50	£25, buyers
China Traders	£25	£18, sales & sellers
Hongkong Fire	£50	£25, sellers
North China Union	£25	£18, 32s.
Yangtze	£100	£75, sales & buy.
Land and Building—		
Hongkong Land Inv.	£100	£120, sellers ex. d.
Humphrey's Estate	£10	£13, sellers
Kowloon Land & H.	£20	£40, sales
Shanghai Land	£100	£120
West Point Building	£50	£65, sellers ex. d.
Mining—		
Charbonnages Raub	£250	£400
Philippine Co.	10	£6, buyers
Refineries—		
China Sugar	£100	£20
Luzon Sugar	£100	£25, buyers
Steamship Companies—		
China and Manila	£25	£20, sales
Douglas Steamship	£50	£40, buyers
H. Canton & M.	£15	£20, sellers
Indo-China S. Co.	£10	£7
Shell Transport Co.	£1	£3, sellers
Do. Preference	£10	£3, 10s.
Star Ferry	£10	£22
Do. New	£5	£22, sellers
Shanghai & H. Dying	£50	£50
South China M. Post	£25	£20, sellers
Steam Laundry Co.	£5	£7, sellers
Stamps & Telegraphic		
Campbell, M. & Co.	£10	£6
Powell & Co., Wm.	£10	£10, buyers
Watkins	£10	£6, sellers
Watson & Co., A. S.	£10	£13, buyers
United Asbestos	£5	£9, sellers
Do. Founders	£10	£60
VERNON & SMYTH, Brokers.		

## OPIUM.

February 2nd.

Quotations are—	Allow. co. not. to 1 catty.	per pound.
Malwa New	£1010	to
Malwa Old	£1070	to
Malwa Older	£1130	to
Malwa	£1209	to
Persian fine quality	£1100	to
Persian extra fine	£1130	to
Patau New	£1935	to
Patau Old	£1930	to
Banaras New	£910	to
Banaras Old	£905	to

## NATAL LINE OF STEAMERS.

February 2nd.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THOROUGH BILL'S OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDIA-CHINA STEAM NAVIGATION Co.'s forthcoming service hence to CALCUTTA. SAILINGS from CALCUTTA for CHINA PORTS every fortnight
---

For Freight and further particulars, apply to

DODWELL &amp; CO., LIMITED.

General Agents for China and Japan

Hongkong, 4th April, 1898.

8

## SHIPPING IN PORT.

STEAMERS.

ANGHIN, German str. 1,001. D. Reimers, 23rd January—Bangkok, 15th January, Rice and Wood.—Butterfield &amp; Swire.

ANPING, Chinese str. 1,300. W. H. Rose, 29th Jan.—Shanghai 26th Jan.,

## BRITISH SHIPPING AND THE FREIGHT OUTLOOK.

Just as the mercantile marine is in the greatest of our national industries, so is the immediate future of that industry one of the most—perhaps the most—important of our commercial problems. Rarely, if ever, have our shipbuilding yards, as a whole, been so busy as they are just now (says the *Times* of Dec. 18th) owing to the mass of recent orders, and although some are more actively employed than others, and some districts are only moderately employed while others are under high pressure, there seems to be little doubt that the amount of new merchant tonnage put into British waters this year and early next year will exceed all previous records. In round numbers three-fourths of that new merchant tonnage will be under the British flag, and the British register will be largely increased. What we build for foreigners is not all that which is added to the foreign registers, and the total additions to the world's tonnage this year will be enormously in excess of the normal wastage; and it is to be remembered that there is now none of the abnormal wastage that attended the earlier stages of the Russo-Japanese war.

The problem, then, is what employment is to be found for all this new tonnage, and what are the prospects for the shipowners of this country in particular? For a proper consideration of this problem it is necessary first to understand how the recent spurt in shipbuilding was caused, and to do this one must understand the enterprising mind of the British shipowner. In effect, it followed upon the conclusion of peace between Russia and Japan. I do not mean that there was inactivity in the shipbuilding trade before that incident, for the reverse was the case. And even before the actual conclusion of the war there were practical signs of reviving demand in anticipation of a peace which must not be very long deferred. But the real burst which attracted public attention, and which has so stimulated the iron and steel trades, followed the termination of the war. The general inference is that shipowners hastened to purchase vessels because of the great rush of business they expected to result in the East, factors of commercial reaction after the submilitary stagnation. But this conclusion is by no means accurate. It is true that the termination of the war gave an impetus to the shipping industry, but not so much because this particular conflict was terminated as because the conditions under which the Russo-Japanese war terminated indicated the probability—which seems accepted as a certainty—that there will be no other great war in the world for a long time to come. One need not pursue the political argument here, but the rest of it is that the crippling of Russia and the alliance between Great Britain and Japan are, with other international circumstances, sufficient to ensure the world for a long time from the shock of another encounter between the two great Powers. Upon that proposition the argument is naturally based that a great stimulus to industry will be felt in the near future not in one country alone, but all over the world. Capital will be attracted from gilt-edged securities and withdrawn from the nations "stocking" for investment in commerce, in mines, in industries, and wherever there is any prospect of remunerative returns—and perhaps even where the prospect is purely speculative or imaginary. Now, the far-sighted shipowner foresees the result of this anticipated revival in the world's industry. He sees in the construction of railways, the making of roads and bridges, the erection of townships, the opening up of mines, and so forth, the carriage of an immense amount of material in the coming months and years—an actual addition to the world's normal sum of sea-traffic. Then the construction of railways, roads and bridges, and telegraphs means an impulse to the several industries and the additional carrying to and fro of coal and iron, of iron ore and timber. Together with these developments the mind's eye of the shipowner foresees the extension under peaceful conditions of the world's pasture lands and of the world's crops of food for both humanity and factories. In short, with the termination of the war in the East, heralding, it is believed, a long term of international peace, an infinite vista of industrial and commercial development all over the world is opened up to the vision; and the development implies an incalculable amount of sea-traffic in the coming years.

This I take to be the genesis of the recent spurt in shipbuilding, which was only checked by the large advance in the price of steel. It did not begin with new-orders, and the occasion does not call for the usual reference to fools and angels. The most experienced shipowners in the country—the men with the widest outlook—designed the time opportune to replace the wastage that has been allowed to go on in their fleets for the past three or four years. It is not necessary to consider whether or not they waited too long, or whether their judgment now is sound. I am merely attempting to indicate a plain measure of the situation. No doubt ships could be built year or two ago a good deal cheaper than they were costing even before the recent spurt in steel and iron. On the present basis of steel plates, etc., a good class cargo steamer built up to modern requirements will cost from £6 1/2s to £7 per ton of dead-weight capacity. Six months ago such a vessel could be built for less than £6 per ton. Twelve or eighteen months ago such a vessel might have been got in some districts for £5 per ton. There are reports that steamers were built to order at as low as £5 5s and even £5 per ton in the North of England. These reports have never been properly authenticated, though it is not improbable that an odd boat or two, not of any special type, may have been sold by ship-builders against defaulting or embarrassed shipowners on some such basis. However, one takes £7 10s per ton dead-weight capacity as the minimum price a year ago of really good-class, up-to-date cargo steamers, and £6 1/2s per ton as the present price (though I don't say a shipbuilder would contract to day on such a basis), the owner who builds now has to pay a premium of nearly 25 per cent. However, the future may look to the eye of faith, that cannot be a very promising outlook for him, and the advance in price since the summer has very rapidly checked the rush of new orders.

The broad fact is that the spurt in shipbuilding was not justified by any improvement that has actually taken place in the freight markets. There has been improvement undoubtedly in some of the markets, and there is a larger demand for shipping all round—even where no actual advance in freights has taken place. But the "freight market" is a very wide term. Last year the Eastern rates were excellent, partly on account of the war and partly on account of the Indian crops; and the American rates were bad, because of the shortage of the surplus crops for export. This year the reverse is the case—the Indian market is bad and the American market is good. A survey of the market reveals the prevalence of this sort of "compensation balance"—where one is good that was bad last year another is bad that was good last year. On so very wide a subject one can only generalize with caution, but setting good against bad, and setting the high rates temporarily prevailing in the Black Sea against the low rates brought about in the East by the

surplusage of vessels left there "seeking" when the war ended, the average of this year in the freight markets is not much, if any, better than was the average of last year. Now last year was not considered a good time to contract for building of cargo steamers, because the war in the Far East was being waged, with its infinite possibilities. This year is, or at all events has been, considered a good time for building, because the war is over and a term of international peace is expected, with illimitable possibilities. That is the sum of the whole matter, and the root of it is that the British shipowner is, as he always has been, the man of the future. He leads the commerce of the world, because he always in advance of it. He comes to times to shallow waters, and for some years past he has made a poor profit in his balance-sheets—except when he had a South African war contract or a war-risk freight in the Far East. But when the times are good he is always ready for them. Just now he is preparing for what he believes to be one of the world's great bursts of commercial revival, and perhaps he may be right.

One word as to Japan. One hears repeated expression of the belief that she will require a large amount of new merchant tonnage, and that she will find it to her advantage to come to terms both for ships in commission and to build. It must, however, be assumed that Japan will consider her own shipbuilding industry first, and that she will only buy what she cannot herself build quickly enough. And it must be remembered that Japan has quite a large fleet of captured vessels for which she must find employment. It is true that a large proportion of these captures are more or less out of date or in some way unattractive vessels, sent into the war arena because they were not very valuable craft. But these vessels must be either employed or sold, and employed by some one whether they are sold or not. They are, therefore, part of the effective tonnage of the world, though written off among our losses. And as far as the near future is concerned, it is probable that the demand for tonnage will be active for the remainder of this year, after which it is not improbable there will be some reaction in January. Then will come the Argentine grain shipments, and then should also come some practical signs of the general awakening that is anticipated.

## FAILURE OF EARLY CLOSING ACT.

The Early Closing Act has not been the success which its promoters hoped it would prove to be. That is now admitted by the officials of the Early Closing Association.

The enactment was the result of seventeen years' effort and agitation, and was passed in the House of Commons in the face of considerable opposition, but the lack of unanimity among the men with regard to its provisions and the difficulty of constraining some of its clauses have led to its failure.

The Act has been in existence for sixteen months, and it is practically inoperative," said Mr. J. A. Stacey, the secretary of the association, who took a leading part in the promotion of the measure.

"Lord Avbury still believes that something may be done with it, but I think there is little hope of the Act being adopted to any satisfactory extent.

The difficulties are abnormal. The conditions, for instance, which govern Whiteley's, Harrod's, and like establishments, are very remote from those which control the small, struggling tradesman.

The Act, too, does not give any satisfactory definition of a trader, and that makes it all the more unlikely that the necessary two-thirds of the shopkeepers in any district will consent to its adoption.

"Another great obstacle in London is that with respect to the boundaries of the different areas. As an example I may say that in Camberwell, Peckham, and other districts the end of a division is on one side of a street, and the beginning of another division on the other side of the same thoroughfare.

"Thus you may have, say, two grocers within 100 yards of each other, but in different areas. That condition of things, and the fact that the closing clause of the Act is optional, largely accounts for the failure of the measure to be put into operation.

"There is further reason for the non-success, and that is the operation of the local authorities through whom the Act has to be put into force. They have an optional power in the matter. We succeeded in getting the measure adopted at Ilford, but the local council refused to con-

"The association has made thorough attempts in different parts of London to put the Act into operation, but without avail. In fact, Newport and Wolverhampton are the only two places in the kingdom that, according to my information, are likely to adopt it.

"To secure the success of the early closing movement the present Act will have to be considerably strengthened in several particulars, or in the alternative, Sir Charles Dilke's bill, making it compulsory on every shopkeeper to close at a certain hour, must be passed by Parliament.

## JAPANESE COTTON MILLS.

The result of the working of the Kanegafuchi Cotton Spinning Company for last half-year has been of the most satisfactory character, as was the case in the preceding half-year. The net profit of the company for the period is declared at £1,577,038, including £239,618, brought over from last account. Of the total, the sum of £140,272 is allotted for a dividend at the rate of 10 per cent. per annum; a similar amount placed to the reserve for the equalisation of dividend; £500,000 to the legal reserve; £50,000 for employees' bonuses; £50,000 to the reserve for operatives' pensions and relief; £20,000 to the fund for the promotion of operatives' welfare; £30,000 to the fund devoted to the sanitary condition of operatives; and the surplus, £153,494, is carried forward. The reserve funds of the company now amount to £1,461,891, and the working fund to £2,800,000. The company has decided to extend the mill at Mukojima, Tokyo, and install 40,000 spindles for spinning grassed yarn, the cost being met by the surplus of profit carried forward and by the reserve fund. It is pleasant to note that in the midst of its great prosperity the Kanegafuchi Company is not losing sight of the needs of its workpeople.

The Osaka Spinning Company has been equally successful during the half-year just ended. The net profit is declared at £327,271, and the regular dividend allotted at the rate of 12 per cent. per annum, making the total dividend 25 per cent. The sum of £16,000 is placed to the reserve of preference share dividends. The profit of the company for the half-year is a little below the estimate, due to the outbreak of plague, which led to the stoppage of army orders for calico. There has also been a decrease in the export of cotton goods to Korea, due to a keen competition.

## JAPAN AND PROTECTION.

IEWS OF COUNT OKUMA.

In a recent number of the *Tokyo Economist*, which is now edited by Mr. K. Noritake in succession to the late Mr. Taguchi, appears an article by Count Okuma dealing with the advisability or otherwise of adopting a protection, and considers that though at first sight it may appear beneficial it would in reality do more harm than good to the real interests of the country.

Count Okuma observes that the protective policy, which had its origin in Germany, is spreading to other parts of the world, not to the ranks of protectionists in Japan in the future. Despite the fact that economic phenomena are not always regulated by theories, there has been a distinct tendency for the Japanese Government, in its financial administration, to blindly follow text-book theories, paying little attention to the actual condition of the country. The result has been that the Government, in its eagerness to encourage home industries, has now come to engage in various enterprises itself, such as the tobacco and salt trades. In England, after the national upheaval following the repeal of the Corn Laws, the protective policy was discarded and a permanent basis for Free Trade laid. In Japan there has been a decided tendency since the war in favour of protection, and the ground held by the free traders is being steadily encroached upon by protectionists. Of course the Government is scarcely in a position to carry out its protective measures at will, as long as the Conventional Tariffs remain in force, but there is every likelihood that when it is freed from the present restrictions a few years hence, it will launch out upon a policy of protection.

One of the reasons that has induced the Government to favour the protection principle is probably the fear of the continuation of excess of imports over exports. The want of equilibrium in trade, however, must be attributed to the wholesale introduction of foreign capital, which is resorted to by the Government as well as private undertakings. Under such circumstances, the expansion of the currency and the consequent rise in the price of general commodities is inevitable. This will not only bring distress to the majority of people, especially among officials earning meagre salaries, but it will necessarily result in the swelling of administrative expenses. To increase the cost of living among people of limited means has an evil influence on the susceptibilities of society. There was a time when every means at society's disposal was resorted to by the Government in the process of "buying up" members of the Diet, but corruption is now carried on openly without any thought of shame or attempt at concealment. Such deterioration in the standard of morality may be attributed in a measure to the increasing difficulty of living. This is owing to the rise in prices, brought about by the blunders committed by the Government after the war of 1894-5. The excess of imports over exports ever since the Japan-China war has been very great, and the consequence was that although much of the 500 million yen of the war indemnity was brought to Japan in the form of silver bullion and minted at Osaka, the treasure found its way to England before long. In short, the indemnity simply passed through Japan on its journey.

Continuing, Count Okuma maintains that the movement in favour of a protective policy is being supported by financiers and other business men of superficial views, apparently in anticipation of an adverse tide of trade that is likely to arise in the future. The imposition of a duty on rice, which is now the subject of much controversy, may be taken as an example of the blunders which may be committed in the name of protection. Japanese rice has never suffered in competition with foreign rice to such an extent as to interfere with its production. On the contrary, with the improvement in the method of cultivation, the yield is yearly increasing and also the price. There exists absolutely no necessity to protect the home industry by tariff means. It would be far more to the interest of Japan to devote attention to the development of her power of production than to waste time and energy in meaningless measures of protection. It is true that America is a protective country and has a larger amount of exports than imports, but this is not surprising in a country like America, which has much debt abroad. Japan has been made famous in a night, so to speak, and admitted into the council of the great nations. In point of wealth, however, she is far below other countries. The Japanese have spent in the war an amount of money such as they have never handled before, and consequently their notion of the value of money has been unduly exaggerated as to be wholly inconsistent with their true financial standing. In their eagerness to recover the money they have expended, it is not unnatural that a speculative tendency should be aroused among the people, who may now be induced to regard protection as a universal panacea. Herein lies danger to the true interests of the country. It is advisable that public men should ponder, concludes Count Okuma, before the protective doctrine is carried to extremes.—*Chronicle*.

**FUSSELL'S GREEN BUTTERFLY BRAND MILK.**

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2549

## KIDNEYS INJURED BY AN ACCIDENT.

Mr. W. J. Moore, 11, Pakfield-street, Pakfield, Lowestoft, England, is well known and respected. Although only 25 years of age, he has been connected with religious work for many years, and on most Sundays during the past 5 years he has always occupied some village pulpit.

Some months back, Mr. Moore wrote us a grateful letter, telling of the good Doan's Backache Kidney Pills, had done him, and inviting us to send our representative to get full particulars. This we have now done, and our reader will see that the case seems to interest us:—

"It was when the electric tramway was being laid in Lowestoft," Mr. Moore began, "and I was at the wharf getting a load of cement, when suddenly and without warning, several tons of cement slipped, and before I knew what had happened, a bag struck me on the back. It was the worst pain I've ever known, just as though my back was broken in two. They took me to the hospital, where for 27 weeks I lay hovering between life and death. The doctor said my kidneys were bruised, and at length he gave up my case as hopeless, and I was taken home.

"Not one of my friends thought I could live. The pains I suffered in my back and hips were just as though you took out your pocket-knife and kept sticking the blade into me. I used to get dizzy and stumbled with the pains, and I suffered agonies from rheumatism, as well as gravel and urinary trouble. I plastered my back until it was green, but no relief could I get, and at last I became so weak with the constant suffering that I couldn't keep down a morsel of food. A watery swelling came about my eye, and for a fortnight I couldn't see.

"I told you in my letter," Mr. Moore went on, "how I took Doan's Backache Kidney Pills. I'm good from the start, and now they have, thank Providence, cured me, and I'm glad to have the opportunity of enclosing my letter

with my own lips. Doan's Pills have made me my old self again, and I'm as well to-day as ever I was; there's no pain or urinary trouble at all. I'm so well, in fact, that for some time I've been regularly following my new occupation as Insurance Agent, and," the gruff old man went on, "I cycle over 100 miles every week, and generally walk from 10 to 12 miles on a Sunday in connection with my preaching. That will show you what a sound and lasting cure mine is."

"I have recommended Doan's Pills to several people," Mr. Moore concluded, "but my cure is the best recommendation that could be, for everyone round here knows how I suffered, and how splendidly Doan's Backache Kidney Pills have cured me."

Doan's Backache Kidney Pills are 2/9 a box, or 13/9 for 6 boxes. To be had of all chemists and medicine-dealers, or direct from the proprietors, the Foster-McClellan Co., 8, Wells Street, Oxford Street, London, England, post free on receipt of price.

1862

## MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."

A. L. A. C. and Engineering Co., Ltd. NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length...	722 feet.
Length on Blocks...	714 "
Width of Entrance on Top...	88 "
Width of Entrance on Bottom...	88 "
Water on Blocks at Spring Tide	34 "

DOCK No. 1.

Extreme Length...	528 feet.
Length on Blocks...	513 "
Width of Entrance on Top...	88 "
Width of Entrance on Bottom...	77 "
Water on Blocks at Spring Tide	28 "

DOCK No. 2.

Extreme Length...	371 feet.
Length on Blocks...	361 "
Width of Entrance on Top...	66 "
Width of Entrance on Bottom...	53 "
Water on Blocks at Spring Tide	22 "

PATENT SLIP.

Suitable for vessels up to 1,000 tons gross.

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING of REPAIRING SHIPS, ENGINES, and ELECTRICAL WORKS.

A LARGE STOCK of MATERIAL is always kept on hand.

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Efficient because absolutely pure English Oil. Not made of Paraffin. Full directions. All Chemists.

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**RIGAUD'S EXTRACT OF WHITE VIOLET**

The only perfume of white violets which is strong, permanent and fully equal to the delicate freshness of these modest little flowers.

Ask for and accept no other but RIGAUD'S WHITE VIOLET famous for being the sweetest and most lasting of violet perfumes. Sold in 1 ounce bottles.

## BANKS

DEUTSCH-ANATISCHE BANK.  
AUTHORISED CAPITAL.....Sh. Tolls 7,500,000

HEAD OFFICE—SHANGHAI.  
BOARD OF DIRECTORS, BERLIN.

BRANCHES:  
Berlin, Calcutta, Hankow, Peking,  
Tientsin, Tsinanfu, Tsingtau, Yokohama.

Founded by the following Banks and  
Bankers:—

KÖNIGLICHEN SEHENHOLDING (PREUSSISCHE  
STAATSBANK) Berlin.

DIRECTION DER DISCONTO-

GESELLSCHAFT

DEUTSCHE BANK

S. BLEICHROEDER

BERLINER HANDELS-

GESELLSCHAFT

Berlin.

Bank für Handel und

Industrie

ROBERT WABECHAU & CO.

MENDELSON & CO.

M. A. von ROTHSCHILD &

SORKNE

Frankfurt a/M

JACOB S. H. STEIN

NORDDEUTSCHE BANK HAMBURG, Hamburg

SAL OPPENHEIM, JR. & CO., Kiel.

DEUTSCHE HYPOTHEKEN-UND WECHSEL-

BANK, MÜNCHEN.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SON;  
THE UNION OF LONDON AND SMITH'S  
BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Accounts,  
DEPOSITS received on terms which may be  
learnt on application. Every description of  
Banking and Exchange business transacted.

HUGO SUTER,

Sub-Manager.

Hongkong 9th September, 1905. [27]

THE MERCANTILE BANK OF  
INDIA, LIMITED.

AUTHORISED CAPITAL.....21,500,000  
SUBSCRIBED .....12,500,000  
PAID-UP .....5,625,000  
RESERVE FUND .....110,000

BANKERS:  
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Account at  
the rate of 2% per annum on the Daily balance  
ON FIXED DEPOSITS:—

For 12 months.....4%.

6 .....34%.

3 .....24%.

A. R. LINTON,

Acting Manager.

Hongkong, 30th June, 1905. [26]

THE YOKOHAMA SPECIE BANK  
LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED ... Yen 24,000,000

CAPITAL PAID-UP .....18,000,000

CAPITAL UNDULATED .....6,000,000

RESERVE FUND .....9,360,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES:  
Tokyo, Kobe, Nagasaki, Ki  
Osaka, Lyons, New York  
London, Honolulu, Newbury  
San Francisco, Tsinanfu, Newchwang  
Shanghai, Peking, Makden  
Daiy, Chefoo, Tieling  
Port Arthur.

LONDON BANKERS,  
THE LONDON JOINT STOCK BANK, LIMITED.  
PARIS'S BANK, LIMITED.  
THE UNION OF LONDON AND SMITH'S  
BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of 2% per cent  
per annum on the daily balance.

On fixed deposits for 12 months 5% per cent

6 .....4%.

3 .....3%.

TAKEI TAKAMICHI,

Manager.

Hongkong, 22nd May, 1905. [27]

THE CHARTERED BANK OF INDIA  
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853  
HEAD OFFICE—LONDON.

CAPITAL PAID-UP.....230,000

RESERVE LIABILITY OF SHARES.....230,000

DEPOSITORS.....230,000

RESERVE FUND.....237,000

INTEREST allowed on Current Account at  
the rate of 2% per annum on the Daily balance.

On Fixed Deposits for 12 months 4% per cent

6 .....3%.

3 .....2%.

T. P. COOKHANE,

Manager.

Hongkong, 18th May, 1905. [114]

HONGKONG & SHANGHAI BANK-  
ING CORPORATION

PAID-UP CAPITAL.....\$10,000,000

RESERVE FUND.....\$10,000,000

SILVER RESERVE .....8,500,000

RESERVE LIABILITY OF PROFTORS.....\$10,000,000

COURT OF DIRECTORS:  
H. A. W. SLADE, Esq.—Chairman.  
A. HAUTP, Esq.—Deputy Chairman.  
Hon. C. W. DICKSON, Esq.—F. Salinger, Esq.  
E. Goetz, Esq.  
C. R. Leesman, Esq.  
G. H. Medhurst, Esq.  
A. J. Raymond, Esq.

CHIEF MANAGER  
Hongkong—J. R. M. SMITH

MANAGER:  
Shanghai—H. E. R. Hunter.

LONDON BANKERS—LONDON AND COUNTY  
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two  
Cent. per Annim on the daily balance.

ON FIXED DEPOSITS:

For 3 months 2% per cent. per Annim.

For 6 months 3% per cent. per Annim.

For 12 months 4% per cent. per Annim.

J. R. M. SMITH,

Chief Manager.

Hongkong, 16th November, 1905. [23]

## BANKS

## INTERNATIONAL BANKING

## CORPORATION.

VISUAL AGENTS OF THE UNITED STATES IN CHINA  
THE PHILIPPINE ISLANDS AND THE  
REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS

AUTHORISED .....\$10,000,000

CAPITAL PAID UP .....\$2,250,000

RESERVE FUND .....\$3,250,000

HEAD OFFICE—NEW YORK.

OFFICES: Threadneedle House, E.C.

Branches and Agents all over the World.

LONDON BANKERS.

NATIONAL PROVINCIAL BANK OF ENGLAND,  
LIMITED.

UNION OF LONDON AND SMITH'S BANK,  
LIMITED.

BRITISH LINEN COMPANY BANK

THE CORPORATION transacts every description  
of Banking and Exchange business, receives  
money in Current Account and accepts Fixed  
Deposits at the following rates:—

For 12 months 4% per cent. per annum.

6 .....4%.

3 .....3%.

H. PINCKNEY,

Manager.

9, Queen's Road, Central,  
Hongkong, 20th September, 1905. [263]

## TO BE PUBLISHED SHORTLY.

THE DIRECTORY AND CHRONICLE  
FOR CHINA, JAPAN, COREA, IN DO-CHINA,  
SIAM, STRAITS SETTLEMENTS,  
MALAY STATES, NETHERLANDS

INDIA, PHILIPPINES,  
BORNEO, &c.,

WITH WHICH ARE INCORPORATED  
THE CHINA DIRECTORY

AND  
THE HONGKONG DIRECTORY  
FOR THE FAR EAST

FOR 1906.

THE FORTY-FOURTH ANNUAL ISSUE.

THE DIRECTORY covers the whole of the  
ports and cities of the Far East, from the  
Horn of Africa to Siberia, in which Europeans reside.

Not only is the Directory as full and complete  
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carefully revised each year, most of  
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Tourist, giving every detail in connection with  
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The information in these Descriptions, consisting  
of a hundred interesting articles, packed  
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statistics of the TRADE of each Country and  
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Royal Octavo—Complete with Fourteen  
Maps, and Plans, pp. 1,750, \$10.00. Director

and Descriptions are of

For the HONGKONG AND SHANGHAI  
BANKING CORPORATION.

J. R. M. SMITH,  
Chief Manager.

Hongkong, 1st May, 1902. [24]

## THE BANK OF TAIWAN LIMITED

(INCORPORATED BY SPECIAL IMPERIAL  
CHARTER)

CAPITAL SUBSCRIBED .....Yen 5,000,000

CAPITAL PAID-UP .....5,000,000

HEAD OFFICE: TAIPEH, FORMOSA.

BANCHES AND AGENCIES:

Kobe, Tainan

Nagasaki, Taku

Foochow, Tokio

Keelung, Yokohama

HONGKONG OFFICE:  
3, DES VŒUX ROAD.

Interest allowed on Current Account,  
Deposits received on terms which may be  
learnt on application.

S. SHIGENAGA, Manager.

Hongkong, 1st November, 1904. [2478]

## INSURANCES

## NO. 111 BRITISH AND MERCAN-

## TILE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, 1904.  
\$17,161,293.

I. AUTHORIZED CAPITAL.....\$3,000,000

SUBSCRIBED CAPITAL.....\$2,750,000

PAID-UP CAPITAL.....\$87,500 0 0

II. FIRE FUNDS.....\$3,001,268 12 9

The Undersigned, AGENTS for the above  
Company, are prepared to ACCEPT RISKS

against FIRE at Current Rates.

SHEWAN, TOMES & CO.,  
Agents.

Hongkong, 30th June, 1905. [1567]

AACHEN AND MUNICH FIRE IN-  
SURANCE CO. OF AIX-LA-CHAPELLE.

Established 1848.

ASSETS PER 31ST DECEMBER, 1904.  
Mks. 53,400,000—equal to £2,600,000.

THE UNDERSIGNED, having been ap-  
pointed GENERAL AGENTS OF the  
above Company for Hongkong and China, are  
prepared to accept LIFE and ANNUITY  
Insurances, as well as to issue ACCIDENT  
Policies at the most liberal terms ever offered  
in the East.